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VOL. LXXXI.—NO. 135

VICTORIA B. C. THURSDAY MAY 18 1899

FORTY-SECOND YEAR

Fountain Pens....

Everyone Appreciates a good Writing Pen.

Waterman's Ideal Fountain Pens are considered the best, and the man who in this year of grace is without one of these, and a knowledge of its usefulness is but poorly equipped.

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Manufacturers of Lumber of all descriptions, Traders and Freighters, Builders of Boats and Barges.

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Headquarters for Enameled Sterling Silver....

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RYE "83" WHISKY
The Finest Canadian Whisky Made.

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The World's Most Famous Coffee is

Chase & Sanborn's Seal Brand

1 and 2 pound Tins. Your Grocer has it.

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A carload of fine Wall Papers just arrived. A large assortment of the latest designs.

Some Handsome Friezes and Ceilings For Ingrain Papers
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Stocks, Bonds, Debentures, Real Estate, Chicago Wheat, New York Stocks;

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FOR SALE

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100 Republic 1.35
200 Payne 3.95
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And all standard stocks at market prices. Not included in above list.

We receive more telegrams and mining news than any other brokers in British Columbia, and have over 200 correspondents in mining camps and Eastern cities. We are therefore in a position to handle your business promptly and satisfactorily.

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Friday, May 19th, at 2 p.m. FURNITURE AND EFFECTS

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At commencement of sale, Phaeton and Single Set of Buggy Harness.
No reserve.
WM. T. HARDAKER, Auctioneer.

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Marine - Iron - Works
BOILER MAKERS, SHEET IRON WORKERS and BLACKSMITHS.

FOR SALE

A small steamer, new, and ready for immediate commission.
For particulars apply to
FELL & CO., Fort street.

The Queen In Evidence

The Sovereign Lays Corner Stone of Victoria and Albert Museum.

A Grand Spectacle and Impressive Ceremonies Recalling the Jubilee.

Her Majesty Looked Well and Took Great Interest in Proceedings.

By Associated Press.

London, May 17.—Queen Victoria laid the foundation stone of the Victoria and Albert museum to-day. She drove through streets lined with troops from Buckingham Palace, the royal carriage being escorted by a detachment of the Life Guards. Her Majesty was accompanied by several princes and princesses and other royal personages met her at the museum, where a raised dais was reserved for them. The ambassadors, members of the cabinet and leading state officials occupied a pavilion at the side.

Crowds of people gathered along the route from early morning and an enormous number had assembled at the time the Queen started from the palace, at 4:15 p.m. The houses along the route were decorated and there were strings of flags across the road. The sun shone brightly. A gaily dressed assemblage witnessed the ceremony which the Queen performed without leaving her carriage and amid much enthusiasm. Her Majesty afterwards took the train for Windsor.

The ceremonies resembled a miniature Jubilee. Inside the museum the scene recalled the spectacle at St. Paul's cathedral upon the occasion of the Jubilee. The Marquis of Salisbury, Lord Rosebery, all the cabinet ministers and the diplomatic corps were present, nearly all of them wearing brilliant uniforms. The arrival of the ministers in splendid equipages with footmen was very picturesque.

Her Majesty looked remarkably well. She was dressed in black, except for a white plume in her bonnet. She took the greatest interest in the mechanical part of the stone laying, talking lengthily with the Prince of Wales on the subject. The Queen was seated in a four-horse open carriage, with Scotsmen on the rumble and escorted by outriders.

The National Anthem was sung by pupils of the Royal College of Music, and afterwards a madrigal, especially composed by the poet laureate, Mr. Alfred Austin, was sung to music written by Sir Alexander Mackenzie, principal of the Royal Academy of Music. The Archbishop of Canterbury, primate of All England, read the prayers.

Sir George Chubb, the celebrated locksmith, presented the casket to be placed by the Queen under the foundation stone. It is made of beaten copper, with gold enrichments and has an oblong domed lid, surmounted by an imperial crown on a cushion. The front is divided into three panels, the centre containing a lunette with a scroll on which are the words: "South Kensington Science and Art Department." On the upper part are devices relating to the pictorial arts. The interior is lined with royal blue velvet. There is a small gold key of elegant design bearing the initials "V. R. I." with a crown above them.

ROY TRAIN WRECKER.

Held to Account for Killing of One Man and the Injury of Several.

Pottsville, May 17.—Albert Ohl, a lad 17 years of age, living near the spot, was arrested and held without bail to-day by the authorities at Tamaqua, charged with putting the spike on the rail which caused the accident on the Little Schuylkill branch of the Philadelphia & Reading railway yesterday at Zeechners, whereby one man was killed and several injured.

EARTHQUAKE.

Hartford, Conn., May 16.—Hartford and other places along the Connecticut river experienced a slight earthquake shock shortly before 11 o'clock to-night.

TO CURE A COLD IN ONE DAY

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure; 25c. The genuine has L. B. Q. on each tablet.

Queen's Birthday Excursions

"VICTORIA to SEATTLE."

DAYLIGHT TRIP.

SS. "AMUR"

Leaves Seattle 9 a.m., arriving Victoria 3:45 p.m.
Leaves Victoria 4:45 p.m., arriving Seattle 12:30.

Round Trip Tickets, \$2.50.

May 22, 23, 24, 25, 26 and 27.

BAND IN ATTENDANCE.

APPLY

Bennett Lake & Klondike Navigation Co.

39 GOVERNMENT ST., Victoria.

MARCHAND IS SAFE.

Completes His Trip Across Africa and Will Be Pled by France.

Jibouti, East Coast Africa, May 17.—Major Marchand, the French explorer, who has just crossed Africa from the Atlantic coast, has arrived here. The insignia of Commander of the Legion of Honor was handed to him on board the French second-class cruiser D'Assan without any ceremony.

Paris, May 17.—On his return to France Major Marchand will be officially received at Tonkin by the naval prefect and delegates from the ministry of marine and the ministry of the colonies. On his arrival in this city he will be met at the railway station by representatives of the ministry of war, the ministry of marine, the ministry of the colonies, the President of the Republic and by a committee of the Military Club. The minister of war will place his carriage at the disposal of Major Marchand. It will convey him to the ministry of marine, where luncheon will be served. The same evening a reception will be given in the traveller's honor at the Military Club. The minister of the colonies will also hold a reception in his honor.

On the following day a commemorative medal, inscribed "Marchand mission from the Atlantic to the Red Sea," will be presented to members of the expedition.

ANOTHER TRY TO DO CANADA.

After Certain of Her Rights Are Definitely Placed on Bargain Counter.

By Associated Press.

Washington, May 17.—As the result of a conference at the foreign office in London between Lord Salisbury, Sir Julian Pauncefote and Ambassador Choate, it can now be predicted that the high joint commission to adjust issues between the United States and Canada will be re-assembled during the coming summer or early fall.

This outcome is not positively asserted, but Mr. Choate's report of the exchanges at the foreign office certainly conveys great encouragement to the officials here and warrants the expectation that negotiations may be again taken up, with some prospect of reaching an arrangement.

It can be stated that if the commission reconvenes, it will only do so upon a complete abandonment of the old basis, which proved to be unsuitable to the erection of a complete agreement, and the United States will have some sort of assurance in advance of the nature and degree of the concessions that may be expected from the other side, the lack of which, it is said, caused the failure of the first negotiations.

The negotiations have taken a new turn by the suggestion that the Alaska boundary question be submitted to arbitration independent of the other issues involved, thus leaving the commission free to resume its work on many other pending questions.

PEACE CONGRESS AT HAND.

Head of the Russian Delegation to Be Permanent Chairman—The Hague Thronged.

The Hague, May 17.—The first official sitting of the peace congress will be held to-morrow. To-day was spent in a general exchange of visits.

The permanent president of the conference will be De Staal, the Russian ambassador to Great Britain and the head of the Russian delegation. The honorary chairman, who will open the proceedings, will be M. De Bauffort, president of the council and minister of foreign affairs of the government of the Netherlands.

The town is already filled with strangers, representing all nationalities, many of whom have come out of curiosity, while others flock here for more sinister purposes. Correspondents of the European dailies have already arrived. Many of them had to seek quarters in private families as all the available room in the larger hotels were engaged for the various delegations.

Berlin, May 17.—The Local Anzeiger prints an interview with Wm. Stead, who recently interviewed the Czar for the second time, in which he is quoted as saying that the Czar read with much pain the pamphlet of Prof. Stengel, one of the German delegates to the peace conference, defending war and declaring that eternal peace ought not to be the aim of culture. Throughout Russian official circles Mr. Stead found a conviction that Prof. Stengel's appointment meant a slight to Russia.

Paris, May 17.—Owing to the attendance at the Czar's peace conference, to open to-morrow at The Hague, of Professor Martens, professor of international law at the University of St. Petersburg, and final arbitrator of the Venezuelan arbitration commission's meeting, the Venezuelan commission has been postponed for the present.

Mail Route To Dawson

By Foreign Vessels, to Foreign Port With No Canadian Control.

Underpaid Civil Servants Menaced With Dismissal for Asking Increase.

Canadian Service Medal—Another Yukon Investigation Called For.

From Our Own Correspondent.

Ottawa, May 17.—In the house to-day Sir Hibbert Tupper was informed by Mr. Mulock that Canadian mails for Dawson are forwarded in the Pacific Coast waters by the steamers of the Pacific Coast Steamship Company. The department has no control over the arrangements for forwarding mails from Skagway which is in possession of the United States, but correspondence is being carried on with Washington with a view to changing the arrangements now in force.

Pacific Cable.
Sir Wilfrid Laurier told Mr. Fraser that the government had not received any information of the intention of the imperial authorities to modify their offer regarding the Pacific cable nor did he believe that Lord Strathcona had suggested any modification of the plan accepted three years ago by the imperial committee. The government did not intend to depart from that plan.

Yukon Customs Fraud.
Mr. Paterson informed Sir Hibbert Tupper that instructions had been sent to commissioner Ogilvie to enquire into the alleged underpayment of United States vessels entered at Dawson for Canadian register.

Grinding the Service.
Mr. McMullen, Liberal, sought to secure the adoption of an amendment to the Civil Service act to dismiss any officer asking or accepting extra remuneration other than the permanent increase of salary, but the sentiment of the house was against the proposal as ridiculous.

Minor Affairs.
Mr. Clarke was informed by Sir Richard Cartwright that on the obverse of the Canadian general service medal would appear an effigy of the Queen similar to that on the Indian medal of 1895. The reverse will consist of a wreath of Canadian maple leaves with the Canadian flag and a ribbon or scroll bearing on it the word "Canada."

The Senate resumed to-night. Eulogies were pronounced on the late Senator Boulton.

Mr. Costigan has vacated his seat in the front opposition row in the Commons, having exchanged places with Mr. Taylor.

The redistribution bill will be brought down on Friday. Mr. Mulock gives notice of the measure to-night. The proposed title is, "An act respecting representation in the House of Commons." The government proposes to impose upon every company or person engaged in refining petroleum in Canada an annual license for each refinery in which such business is carried on.

The minister of finance gives notice of a bill to amend the bank act. It proposes to give to every bank in Canada power to issue notes in the currency of any British colony.

Mr. Fortin dropped his insolvency bill to-day, within two or three minutes after the presentation of a petition by Mr. Keenan signed by three hundred representatives of English houses doing business with Canada praying for the adoption of a general insolvency law for the Dominion similar to the English bankruptcy act.

DRANK POISON FOR WINE.

Two Young Men Killed by Contents of a Bottle They Found.

Plattsburg, N. Y., May 17.—George Patnode and Ernest Goggin, both aged 23 years, of West Chasey, visited Plattsburg on Monday afternoon. They found a bottle of what they supposed to be port wine in the Commercial barn and drank freely from it. Soon after they were taken violently ill and died to-day after suffering terrible agony.

GAMBLER HIS FORTUNE.

London, May 16.—Newspaper despatches from Vienna say it is reported there that Count Rudini, former Prime Minister of Austria, recently tried to commit suicide on account of losses sustained on the racetrack. The fortune of the former premier had been estimated at \$2,500,000. In manner he is described as a jovial, generous man.

ASK FOR

"MAGS"

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...A Fine Case of the celebrated Magnifico Imported Giga

HARRY SALMON.

The Corner, Victoria, B. C.

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RELIABLE GOODS
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Farm Stock, Furniture, Real Estate; consignments solicited; best prices obtained; all business strictly private; terms reasonable. Furniture, etc., bought for cash. Specialty—outside sales.

AUCTION ROOMS:

73 Yates Street, Victoria.

\$1.50

BUYS 100 pounds Island potatoes; early and late rose; guaranteed good cooks; free delivery. Sykes' Feed Co., Ltd., City Market.

RAZORS...

Wade and Butcher's, Bengal, and Gilman, direct from Sheffield, and each fully warranted at

Fox's 78 Gov't St.

Kruger the Conspirator.

Rebellion Plot Organized by His Agents to Discredit British League.

Alleged Officers a Sorry Looking Lot—Troops for the Cape.

By Associated Press.
London, May 17.—The impression is gaining ground here that the alleged plot in the Transvaal was prepared by President Kruger's agents to discredit the South African League. A representative of the Associated Press saw a number of South Africans connected with the leading concerns of Johannesburg to-day. They all declared they had not heard a word from their own agents at Cape Colony indicating, they added, that the affair was "trumped up by the Boer police," and that in any case the men arrested were irresponsible nobodies with fictitious military titles adixed by the Boers with the object of discrediting the British in the eyes of the continental powers.

A prominent Uitlander said to a representative of the Associated Press: "My own view is that a few, unknown and irresponsible people met together to discuss means of defence in case the necessity for such action arose. Those who are acquainted with Johannesburg know that such precautions are necessary. There was the greatest unrest and ferment there when I left, but the statement that there has been a conspiracy during the past four months and that the South African League was connected with it is untrue. No Uitlander is allowed to possess a rifle, yet at every corner are policemen armed with rifles and revolvers. The feeling of alarm on the arrival of the Boer artillery can be conceived. It is a significant fact that the feeling which in 1895 was limited to the capitalist class has now gone lower down and has reached the ordinary working class of shop keepers of Johannesburg."

In response to inquiries on the subject made in Government circles, the correspondent of the Associated Press was told to-day that the statement that men arrested at Johannesburg acted under instructions from the British War Office, was "too absurd for refutation."

THE SCHEMIS OUTLINED.

London, May 17.—The consul of the Transvaal here received the following telegram from his Government, dated Pretoria, May 16th: "Richard Nicholls, describing himself as Col. George Patterson, a Captain Edward J. Mitchell, Charles Ellis and John A. Mitchell, Lieutenants Fries and Hopper, were arrested yesterday morning on the sworn declaration of three Englishmen, on a charge of high treason in connection with an alleged object of enrollment of troops to create a revolution, seize Johannesburg Port and hold possession of the town until British troops from Natal could come to their assistance. One of the prisoners alleges he was acting under instructions from the British War Department."

It is now believed that Tremlett was formerly a captain of volunteers in Cape Colony and that he is now a mining agent. Patterson is described as a butcher and labor agitator; Mitchell is said to be a carpenter; Ellis is alleged to be a private detective and the occupation of Fries and Nicholls is unknown.

DON'T LOOK LIKE LEADERS.

Pretoria, Transvaal, May 17.—The seven alleged revolutionists, who presented the appearance of ordinary loafers, were arraigned this morning in court and were charged with high treason. They were remanded for a fortnight. Sworn affidavits allege that 2,000 men have been called for military service and intended to arm them, and at a given signal they were to seize the town and hold it for 24 hours, pending the arrival of British troops.

The press says the Government regards the matter as "an unfortunate local incident, which will not effect the political situation." The Government also confirms the report that the arrangements between President Kruger and the Governor of Cape Colony and High Commissioner of South Africa, Sir Alfred Milner, for the meeting at Bloemfontein, capital of the Orange Free State, are nearly completed. The President's proposed reforms will be presented to the Rand prior to the meeting.

Capetown, May 17.—The expected conference between President Kruger and Sir Alfred Milner, governor of Cape Colony, has not yet been arranged. The president of the South African League repudiates any connection with the excitement of any purpose. The excitement is abating.

BRITISH TROOPS MOVING.

New York, May 17.—A London despatch to an army correspondent says that batteries of field artillery have been ordered to South Africa and will leave England next Monday. Although the despatch of troops is part of a plan to strengthen the British forces in South Africa the hurry orders under which they move makes their departure significant. Their arrival in Natal will give England six strong batteries at the particular point, which is easy of access to the Transvaal.

London, May 17.—The eight regiments and an artillery regiment who were to have left to-morrow under orders to proceed to the Cape have been stopped at the last moment.

MR. MACKINTOSH RETIRES.

No Longer a Director of British America Corporation—To Form a Brokerage Company.

London, May 17.—Mr. C. H. Mackintosh, who returns to Canada on Saturday, has resigned from the directorate of the British America Corporation. He contemplates forming a company in Canada for the sale and registration in London of the Globe, the British America Corporation, Le Roi and other shares.

NANAIMO NOTES.

Nanaimo, May 17.—John Huxon, a railway employee, was badly injured at Wellington to-day, being bruised while connecting cars. He was taken to Nanaimo hospital for treatment. The Norwegian steamer Titania sailed for San Francisco this morning with 5,100 tons of coal. Wellington will hold a big bicycle meet and football tournament on Thursday, May 26.

TRAMPS FIGHT POLICE.

Cornwall the Scene and Five Hoboes Landed in Gaol.

Cornwall, May 17.—(Special)—There was a fight between tramps and police on the Grand Trunk railway tracks here last evening. For some time the north end of the town, along the G. T. R., has been a favorite resort for tramps, and the nuisance finally became so unbearable that it was determined to make an attempt to clear out the gang. The regular town police, assisted by a posse of special constables, among them Captain Nelly and Turner of the Cornwall Lacrosse Club, and trainer R. J. Graveley of the same organization, started to gather the hoboes. Turner and Graveley on their bicycles preceded the party and located a dozen vagrants in one of the culverts. Leaving Graveley on guard, Turner rode back to bring on the main body. He then scolded back, just in time to find the whole gang attacking him. Turner immediately followed suit and fired a "scare" shot at one of the most vicious of the crowd. This had no effect. Then a terrible hand to hand encounter took place, out of which the police with the aid of clubbed revolvers, came out victorious, covered with blood, dust and glory. Finally the gang were taken and Constable Leitch later rounded up a fourth hobo, while another surrendered. Magistrate Davis this morning consigned the five prisoners to gaol.

METHODIST STATIONS.

Conference Makes the Final Draft—District Chairmen and Secretaries.

Special to the Colonist.

Nanaimo, May 17.—The most exciting moment of the conference came with the reading of the final draft of stations, and the following changes were noted: Victoria—James Bay, Robert H. Hughes.

Cherishan—G. Howard Osborne and Charles W. Nelson.

Nanaimo—Haliburton street, W. W. Baer.

Atlin—James Turner.

Cheam—W. G. Mahon.

Golden—James P. Westman.

Enderby—R. N. Powell.

New Denver and Slocan City—E. A. Roberts.

Crabbrook and Fort Steele—George E. Smith.

Fernie—R. Forbes Stillman.

The following were elected chairmen of the several districts:

Victoria—J. C. Speer; and J. Hicks, financial secretary.

Vancouver—R. Whittington; and A. N. Mellor, financial secretary.

New Westminster—Joseph Hall; and J. H. White, financial secretary.

Kamloops—Charles Laidner; and S. J. Thompson, financial secretary.

Kootenay—J. A. Wood; and John Robson, financial secretary.

Simpson district—S. S. Ousterhout; and D. Jennings, financial secretary.

Bella Bella—Thomas Crosby; and G. E. Bailey, financial secretary.

A conference special committee—President of conference, chairmen and secretaries of districts, and Rev. T. W. Hall, C. M. Tate, A. E. Green, E. E. Scott and J. H. White.

The conference then adjourned.

VANCOUVER AFFAIRS.

Deadman's Island Injunction Enlarged—Egeria to Survey Cable Route.

From Our Own Correspondent.

Vancouver, May 17.—Attorney-General Martin moved to-day to have the injunction restraining Theodore Ludgate from cutting timber on Deadman's island enlarged. Alex. Henderson was present in the interest of the Dominion, and stated that a letter of instructions from the federal authorities would reach him May 26. The injunction was enlarged to that date. Chief Justice McCall heard the application.

Premier Laurier has written an answer to a letter from Perrier, the murderer of Jennie Anderson, saying he can do nothing for him.

Her Majesty's survey ship Egeria is here. She starts in a few days to survey the route for the projected Pacific cable, sailing from here to the Fanning islands.

H. Dupont and A. T. Kerr are here in connection with a government survey for a railway between Edmonton and Dawson.

EARL STRAFFORD'S DEATH.

Supposed to be in Fit of Absent Mindedness He Walked Before Train.

London, May 17.—The signalman who was on duty at Potter's Bar station when the Earl of Strafford met his death last evening states that he saw the Earl "descend the sloping end of the platform, apparently watching for the train, which was late, and as the express passed through the station the deceased appeared to walk or fall on the line. There is not the slightest suggestion here of premeditated suicide. Since his attack of apoplexy at Windsor, the Earl has suffered from absent mindedness and it is thought that possibly it was in a fit of abstraction that he walked on the line.

The Earl and Countess had been residing at No. 3 St. James' Square for weeks past, the Earl being engaged in his duties in connection with the royal household. He acted as special equerry-in-waiting on Queen Victoria's return to Windsor, and went to his country seat yesterday afternoon to inspect arrangements for the approaching visit of the Countess and himself to Wrotham park.

The Earl returned to Potter's Station at 6 o'clock to catch the train for London. He was last seen leisurely passing up and down the platform. The express dashed through the station at 6:20 p.m., and a few minutes later the mangled remains of the Earl were found on the track several yards outside the station, faced several yards outside the station. The body was identified by letters on his person. The family of deceased and the Countess, who attended the Queen's drawing room at Buckingham Palace yesterday, hurried to Potter Bar, and stayed with the remains at the station hotel all night, in company with the Earl's half-sister, Lady Susan Hyng, his daughter, Lady Mary Byng, and Rev. Francis Edmund Hyng, his brother. The Countess is prostrated with grief.

People say Hood's Sarsaparilla cures when all other preparations fail to do any good, and you run no risk in giving it a fair trial.

CANADIAN-AUSTRALIAN LINE.

Three Steamers and Other Property and Good Will Offered as a Job Lot.

Montreal, May 17.—A Star cable from London says: "The liquidation of Mr. Jas. Huddart's Canadian-Australian steamship company offers for tender in one lot as a going concern the steamships Miowera, Warrimoo and Ararat, and all the business, good will and property of the company."

Enquiries show that this is a merely formal stage in reconstruction of the company and not likely to affect the continuance of the service.

CANADIAN LAWN TENNIS.

Annual Meeting of the Association—Victoria Represented on the Committee.

Toronto, May 17.—(Special)—The annual meeting of the Canadian Lawn Tennis Association was held to-day, the clubs represented by delegates being Toronto, Ottawa, Victoria, Brantford, Niagara, Granby, Upper Canada College and Parkdale. Others were represented by proxy.

It was unanimously decided to hold the Canadian championship tournament at Niagara-on-the-Lake July 11 and following days.

The Ottawa club were authorized by the association to hold an inter-provincial championship meeting, open to Canadian players only, the winner to be sent to the big event at Niagara. This plan was adopted by British Columbia clubs and J. F. Poulkes, their champion, competed in 1897 at Niagara.

The following executives were elected for the current year: President, H. Gordon Mackenzie, Toronto; vice-president, A. C. Downe, Ottawa; honorary secretary-treasurer, Scott Griffin, Toronto; Committee—Messrs. R. W. P. Matthews, Toronto; J. F. Poulkes, Victoria; G. B. Watt, Brantford; Stewart Houston, Niagara; C. E. Tybelle, Varsity; C. W. Bell, Trinity University; A. A. McDuff, Upper Canada College; A. F. C. Ross, Montreal; F. G. Anderson, Granby.

PEG-LEG BROWN HANGED.

He Confessed the Killing But Insisted That It Was No Murder.

London, Ont., May 27.—(Special)—Marion Brown was hanged to-day for the murder of Constable Twoby on June 24, 1898. The drop fell at 8:01.

Before Brown was dropped into eternity, Rev. Robert Johnston took the newspaper men aside and addressed them. He said: "I say to you, gentlemen, what I have said to the Minister of Justice and to the Governor-General, that this man has not had a fair chance."

On being asked if the condemned man had made a confession, he said: "Marion Brown opened his heart to me. You know my opinion of the crime. This man did not commit murder."

This is taken clearly to indicate that Brown confessed to the shooting, and Johnston's contention has always been that this shooting was not murder. As he finished the Lord's Prayer the drop was swung, and Brown fell from sight.

As soon as the body disappeared, Rev. Mr. Johnston said: "God forgive us; God forgive our country for this great wrong."

Life was extinct in a few moments. The affair was free from the slightest hitch.

WEDNESDAY'S LEAGUE BALL.

At Syracuse—Syracuse, 9; Providence, 3.

At Rochester—Springfield, 9; Rochester, 2.

At Kansas City—Kansas City, 2; Milwaukee, 0.

At Indianapolis—Detroit, 12; Indianapolis, 3.

At St. Paul—Minneapolis, 12; St. Paul, 6.

At Pittsburgh—Pittsburg, 11; Chicago, 1.

At Brooklyn—Philadelphia, 10; Brooklyn, 11.

At St. Louis—St. Louis, 1; Louisville, 2.

PERSONAL.

George Kennedy of Wellington left by the N. P. R. last evening for the East.

E. A. Selfridge, representing George W. Gibbs & Co. of San Francisco, left last evening for home, after a business visit to the city.

Mrs. Gordon McLean, wife of Gordon McLean, the manager of the Detroit Copper Company of Morenci, Arizona, child and maid, arrived by the Utopia on Tuesday evening. Mrs. McLean is visiting her sister, Mrs. Wm. Christie.

The Closing Dance.—A pleasant social hop—the last dance of the season that will be given by Court Vancouver, A. O. F.—was held in Pythian hall last evening. A large number of young people were on hand, and few dances of the excellent programme furnished by the Shelby-Williams orchestra were missed by those present. Refreshments were provided, and in every detail the event was well arranged.

An Official Resigns.—Mr. E. E. Cousins, assistant city engineer, has resigned his position to accept a more important and more lucrative one in Wales, completing a sewerage system designed by his father. Mr. Cousins has been in the employ of the city some years, and has had charge of important works, acting as city engineer after the retirement of Mr. Wilnot, and until the appointment of Mr. Topp. He will remain until the completion of the work at Elk lake of which he has charge.

Was Not Forgotten.—Joseph J. Morrell, who was committed for trial last summer on the charge of doing grievous bodily harm to Mrs. Kirby and her son by running into same on a bicycle, but failed to appear at the fall assizes, jumping his bail, was arrested last evening by order of Superintendent Hussey of the provincial police. Morrell has been out sitting and upon his return repaid his bondsmen the amount they were out through his not appearing for trial.

Results of the Concert.—The managers of the British Columbia Protestant Orphanage gratefully acknowledge the kind services of the First battalion band, and of the ladies and gentlemen who assisted in making the promenade concert of Tuesday so great a success. The net result to the orphanage is \$161.85, made up as follows:

Collected at door \$122.20
Ice cream and cake 45.55
Candies 21.70

Total \$192.45

Less:
Advertising \$22.50
Printing 3.00
Sundries 2.10

Total \$164.85

MAYNE ISLAND FARMERS.

Interesting Addresses at First Regular Meeting of the Institute.

Mayne Island, May 16.—The first regular meeting of the Islands Farmers' Institute was held in the schoolhouse on Mayne Island last night. The hall was crowded and the meeting was very successful. It was interspersed by vocal and instrumental music, under the direction of Mr. Sinclair, the public school teacher. The meeting was called to order at 8 o'clock, with Mr. J. T. Collins, president of the institute, in the chair.

Mr. Collins, in opening the meeting, said that he was very pleased to see such a large audience, and this being a regular meeting, the government had sent two speakers, who would address the meeting on subjects of importance to the farmers of to-day. Mr. W. H. Holtby would give an address on "Poultry," whilst Mr. A. E. Reeve, of Alberni, would lecture on "Co-operation Amongst Farmers."

Mr. Reeve had come there to show them how to make money and to put prices back to where they were, and he was sure that was something that would be very interesting to them all, as it was what they needed most.

After a song by five young ladies from the school, the president called upon Mr. Holtby, of Agassiz, to address the meeting. Mr. Holtby said that the raising of poultry should be one of the main things that the farmers on these islands should do. They were farmers on these islands, and they were farmers in the middle of two good markets—Victoria and Vancouver. He spoke of the different breeds and those most suitable for table use and for egg production, also the advantages of giving the chickens plenty of room. He had had experience with chickens, and considered 100 chickens and two cows were worth at least \$50 per month to a poor live man. He dwelt upon the different ways of keeping chickens free from diseases. A good deal of discussion took place upon the merits of different breeds.

After a recitation and song by Miss Sinclair, the president called upon Mr. A. E. Reeve to address them on "Co-operation Amongst Farmers." The president said Mr. Reeve was a competent man, and he hoped the members would give their attention.

Mr. Reeve upon taking the platform was warmly applauded, and said that the president had told them that he had come there to show them how to make money, and he hoped in the course of his address that he should be able to meet their wishes. Farmers in the present disunited condition were practically at the mercy of middlemen and transportation companies. The nearer they could bring produce and consumer, the better for both. To-day we see almost every other industry organized but farming. The farmer will become a better business man by co-operating and not employing some one else to do his own work. Farmers use their hands too much while their brains lie idle. They should employ members who would be pledged to meet their just demands in this respect, and not those who make a lot of vague promises and put them on the back about election time. Farmers are now groping in the dark, with no unity. To be successful they must be united, or some day it will be a case of believing prices and abandoned farms. To be a successful farmer must have a reflective mind and a willing hand. He strongly impressed his audience with the fact that co-operation is the one essential to enable people to compete and hold their own. The immense imports of farm produce into British Columbia take away a good deal of money which should rightly be kept in the province. In the present disunited condition of the province, and to the marketing of produce, but to co-operation in all things pertaining to all things. Farmers in disposing of their produce should put it up in packages that would be neat and attractive. A good deal of fruit is packed in British Columbia by unscrupulous farmers, and the result has been that those who have packed their fruit in this shape have suffered in their competition. It will have the effect of delivering farmers out of the hands of the middlemen and capitalists, who are always eager to make the farmer work for as little as they can, and to make the consumer pay the utmost. Mr. Reeve's address was quite lengthy but well to the point, and at its close he received hearty applause.

Mr. Booth, M. P., said Mr. Reeve had undoubtedly struck the weak point. Farmers could not hope to be successful unless there was some sort of unity amongst them. With regard to the operations of the British Columbia Fruit Exchange, although they had been conducted at a loss they had been buying their experience. He hoped that the members would give a good deal of thought to what Mr. Reeve had said.

Mr. Collins said the address given by Mr. Reeve was very instructive, and he thought it was something that would be of great benefit to the farmers of the islands. A long discussion ensued as to what were some of the best methods for co-operation, and the meeting closed with a hearty vote of thanks to the gentlemen who had addressed them. Mr. Reeve made a suitable reply, and the audience dispersed after singing "God Save the Queen."

For Safe Keeping.—Constable Redgrave yesterday placed under arrest for safe keeping a man named William Wilson, who has been acting queerly, advertising for a rich wife and making himself obnoxious. In Wilson's four trunks were found bolts of cloth, silks, wares, table linen, etc. No charge has as yet been laid against him.

DIED.

GRANT. In this city, on the 15th, instant, Peter G. Grant, of the Rev. Peter Grant, D. D., of Dundee, Scotland, aged 37 years.

The funeral will take place to-day (Thursday), at 2:30 p. m., from Haywards' Mortuary, at the Rev. Peter Grant, St. Andrew's Presbyterian church.

Friends will please accept this intimation.

MONUMENTS Call and get prices for Monuments, Copings, Wreaths, etc., at

BRADBURY'S Marble and Granite Works Blanchard St., one block above City Hall.

Notice is hereby given that at the next sitting of the Board of Licensing Commissioners of the City of Victoria, John McPherson and Hugh Simpson intend to apply for a transfer to Ferdinand E. Neuberger of the license held by us to sell spirituous liquors by retail on the premises known as the Jubilee saloon, situate on Johnson street, in the City of Victoria.

Dates the 13th day of May, 1899.

JOHN McPHERSON, HUGH SIMPSON.

Witness—S. L. CHAMBERLAIN.

TAKE NOTICE that "The Victoria Shoe Company, Limited," carrying on business at 32 and 34 Yates street, in the City of British Columbia, intends to apply to the Lieutenant-Governor-in-Council, upon the expiration of three months from the date of this notice, that its name be changed by order in council to that of "The Paterson Shoe Company, Limited."

Dated at the City of Victoria this 9th day of May, A.D. 1899.

McPHERSON, WOODFORD & BARNARD, Solicitors for the Applicants.

Hickman Tye Hardware Co.,

—LIMITED.—
Importers of...
Iron, Steel, Hardware, Pipe Fittings, Cutlery, Garden Tools, Lawn Mowers and Rubber Hose.

MINING and MILLING SUPPLIES A SPECIALTY.

32 and 34 Yates Street, Victoria, B. C., Tel. 59.

P. O. DRAWER 613.

THE SHARE MARKETS.

Influential Support to the Flower Securities Gives Strength to New York Market.

By Associated Press.

New York, May 17.—The Commercial Advertiser's financial cable from London says: "Business in the markets here to-day was quiet, but the tone was good. The Transvaal affair is affecting Kaffirs only. American funds were strong. New York weakened. They closed up, but not very high. The best Central and Southern Pacific were the feature on better crop reports and the expected return of James Speyer to New York."

New York, May 17.—When it was announced on Monday morning that some of the most powerful financial interests in the country had banded themselves together for the support of prices in the stock market, it dissipated very largely the timidity of holders of the group of securities which had been so marvelously increased in price under the favoring activities of the late Ex-Governor Flower. The capitalists behind the Flower group apparently felt so much encouraged by the success and confidence displayed by the market since the crisis that they made up their minds to-day to complete its rehabilitation and to put prices back to where they were on Friday last before Mr. Flower's death. It was not till the latter part of the day that this purpose seemed to be taken seriously, and the market began to move as a group were quite conspicuously quiet during the early part of the day. It was the events of the day in the general market that seemed to confirm the purpose of the financial leaders. These events were very marked dissimulation on the part of holders of securities to proceed with any liquidation, and a quiet and close demand for a wider range of stocks. London also showed a favorable disposition towards American railroads, and advanced prices there before the opening of the market being buoyant and active at the very top.

Local Share Market.

(As Reported By Cuthbert & Co.)

WEDNESDAY, May 17.

The market has been more active to-day with the old favorite Dardanelles as the leader. The demand for this Slocan stock far exceeded the supply. This one of the most active of the Victoria market has been sold. During the last rise in this stock a very large quantity was sent East from here, consequently the city holdings are comparatively small. We pointed out in our report some time ago that there is very little stock of any kind held here, and that if investors are to reap the benefits of the favorable market which we are sure to have after the holidays, they must buy very quickly. A few Ramblers changed hands, and quite a few thousand Frontier, which is a very good stock to hold. Noble Five also changed hands locally. Van Anda was again a little weaker, but Pacific gained a point. Canadian Pacific Railways were the same as yesterday, closing at 98½.

All New York stocks had a strong advance, closing at the best. The Chicago market was also very strong.

TO-DAY'S QUOTATIONS.

Cariboo of Camp McK. 145 135
Minchaba 25 24
Walter 15 14
Cariboo Hydraulic 148 143
Fairview Corp. 11 10
Smuggler 110 107
Victoria Triumphant 105 100
Knob Hill 95 90
Rathmullen 7 6
Brandon & Gold Co. 30 25
Morrison 15 10
Winnipeg 35 30
Payne 325 322
Athabasca 44 42
Victoria Triumphant 21 20
Dardanelles 15 14½
Noble Five 30 28
Rambler-Cariboo 42 30
Rambler 15 10
Wonderful Group 19 7½
Grove's Nest Coal 4300 3700
Van Anda 17 15½
Frontier 24 23
F. G. Three 10 7
Deer Park 5 4½
Gopher 3 2½
Iron Horse 15 13
Rathmullen 12 10
Montreal G.F. 22 20
Monte Christo 12½ 11½
Novely 4 3½
St. Paul 10 8
Silver Bell 3½ 3
St. Elmo 6 5½
Virginia 28 27
Victory 370 375
White Bear 5½ 5½

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By Rail and Ferry.

Business Men Discuss the Possibilities of the DeCosmos Scheme.

Committee Appointed to Make Enquiries and Prepare a Report.

A largely attended meeting of the business men of the city was held last evening at the board of trade rooms to take into consideration the best means of securing railway and ferry connection by way of Sidney and Point Roberts. The meeting was not a long one, but the subject was fully discussed, and a committee was appointed to enquire into the merits of the scheme and report at a future meeting.

Mayor Redfern, who occupied the chair, after explaining the object of the meeting, expressed the opinion that what was known as the DeCosmos scheme, first placed before the people of Victoria some ten years ago, was the best for the city, being the shortest route to the mainland.

Mr. C. E. Renouf with the assistance of a map explained the scheme that he and others who had been instrumental in calling the meeting, had in view. It provided for the extension of the Victoria & Sidney railway to Swartz Bay, thence by ferry to Point Roberts, from where a railway would be run through the Fraser valley to Chilliwack, connecting en route with the three overland railways. While Victoria at present secures little of the trade of the Fraser valley, she purchases 75 per cent. of the products of the valley. The railway would cost about \$1,250,000, and if the citizens subscribed \$200,000 and the corporation \$500,000, the scheme could be financed without difficulty.

Mr. A. G. McCandless thought all the schemes should be thoroughly enquired into, for if there was a scheme that could be placed before the people it would be endorsed.

Mr. T. W. Paterson repeated his arguments advanced at the meeting of the Committee of Fifty that the only scheme for Victoria was one which would open up new markets. There was a great deal more importance, he contended, to be attached to local business than to through business, very low rates being given on through business. The increase in local business during the past year had been great, but it would be greater in the future, so that if a ferry scheme would not pay at the start, it would in the future.

At present Victoria got very little of the trade of the Fraser valley, which they could get by quick ferry connection. The road should be owned by the Victoria merchants, who could then say to the transcontinental roads that they must bring their freight to Victoria by the ferry. It would be a losing proposition for one overland railway to run a ferry. As to the Victoria & Sidney railway, the people of Victoria could acquire what interests he had in the road at a figure that would satisfy the greatest "kicker." It would take very little to secure the necessary information, and he was sure that the capital could be secured to extend the line to Chilliwack, making the whole Fraser valley tributary to Victoria. The residents of the valley would very much sooner trade with Victoria if they could get here with less difficulty.

Mr. D. R. Ker said he could add very little to what he had said a few evenings ago. By building a line to Sumas the railway up the Fraser valley would reach the C. P. R. and N. P. R., and the line would cross the Great Northern. Thus Victoria would get connection with the transcontinental railways and would also secure control of the local trade. Should this be done it would be necessary to put a fast passenger steamer on the Victoria-Vancouver route to handle the local passenger and express business. A ferry to Point Roberts and a railway up the Fraser valley was certainly the scheme that Victorians should take up. If the money could not be raised in Victoria, a company might be induced to take up the project.

Dr. G. L. Milne explained that he was one of the unfortunate who invested in the DeCosmos scheme. Were Mr. DeCosmos living to-day he would go further and advocate not only the building of a road through the Fraser valley, but also the extension of the road to Kootenay. The speaker had the assistance of the Victoria, Vancouver & Eastern Railway Co. had entered into an agreement with the provincial government to build a railway from Point Roberts to Pentticut and thence to Midway, but the present government had cancelled the agreements. Under the agreement the company could not collect the subsidy unless they operated a daily ferry between the Mainland and Island. Work would now be proceeding on the line had the present government not cancelled the agreement. The people of Victoria should have protested against the action of the government. However, the company were hopeful that the government would reconsider their action and give some assistance to the road, particularly if the people agitated for the road. The company had a good case against the government, but they did not wish to go into court. The Dominion government considered the action of the province very unusual, particularly after the company had expended so much, and they were now considering a proposal to subsidize the road. He was afraid it would be too heavy a burden for the city to undertake the work without the assistance of the Provincial and Dominion governments. A direct line to Kootenay would give Victoria a great advantage in competing for the business of the mining districts.

Mr. Paterson asked Dr. Milne if it was not true that the Victoria, Vancouver & Eastern company had sold their charter to Messrs. Mackenzie & Mann, and that the latter had had an act passed through the Dominion house permitting them to lease the line to the C. P. R.?

Dr. Milne replied that the charter had not been sold to Messrs. Mackenzie & Mann, they having only been engaged to finance the scheme and build the road. The line could be leased to the C. P. R. or any other road, but he had suggested to the members of the Dominion government that if the road was subsidized the government should have the same control over the rates as they have in connection with the Crow's Nest line.

Mr. Ker—Does the Dominion charter provide for a ferry to the Island?

Dr. Milne—That question was not considered at Ottawa, the people of Victoria having taken so little interest when the provincial government cancelled the subsidy.

In answer to Mr. Renouf, Dr. Milne said he did not suppose there would be any objection to a company obtaining running powers over a road built by Victorians to Chilliwack.

Mayor Redfern read extracts from a report prepared by Mr. H. P. Bell, C. E., for the Victoria, Saanich & New Westminster Railway Co. His Worship said that Mr. Bell had told him that the estimates could now be reduced 10 per cent. The estimate made ten years ago for a line from Victoria to Swartz Bay, 20.8 miles, of which 10 miles have since been built, was \$550,000; the cost of the ferry boats was estimated at \$200,000 each, which cost could now be reduced. The line from Point Roberts to New Westminster, including mole, breakwater, pontoons and equipment, stations, water service, 18.8 miles, it was estimated would cost \$1,057,000, which included \$500,000 for a bridge at New Westminster, which would not be included in the scheme now proposed. Taking these figures, the mayor placed the cost at \$1,121,300 from which Mr. Paterson said \$400,000 could be deducted for the Victoria & Sidney railway.

Mr. Alex. Wilson gave the history of Mr. DeCosmos' attempts to secure railway connection for Victoria. Charters were secured, he said, from the Dominion government and the people of Victoria appeared to be subscribing \$150,000, only 10 per cent. of which would have been called for. In the meantime the Victoria & Sidney was subsidized and the DeCosmos scheme killed, and the people had been contributing \$15,000 a year since. No antagonism should be shown to any company. The Sidney road was running but the citizens were not reaping benefits commensurate with the annual payment. If the people were alive to their interests they would form a company, ask Mr. Paterson to join them or buy him out and the project could be carried out. The V. V. & E. he contended, was a Vancouver scheme, while what Victoria wanted was a road that would benefit Victoria. Because Mr. Dunsmuir had large interests it was no reason that he should be opposed. The people should do what they could to protect Mr. Dunsmuir's interests and he was sure Mr. Dunsmuir would do what he could for the Island. He had already demonstrated that loaded cars could be placed on barges and towed by cables to Vancouver, which a few years ago was said to be impossible. A committee should be appointed to wait on the merchants of the city and Mr. Dunsmuir.

Dr. Milne held that the Victoria, Vancouver & Eastern was not a Vancouver scheme. The provincial aid act provided for a road to Point Roberts, not to Vancouver, and a ferry to Vancouver Island.

Mr. Wilson—That clause was not inserted until after a meeting in the City hall.

Dr. Milne—The people of Vancouver and New Westminster thought it was a Victoria scheme and had a clause inserted to provide for suitable connection with those cities.

While not opposing the Point Roberts scheme Mr. Walter Morris said he had been informed that a wharf would have to be built out a mile before a steamer could land near Point Roberts. He thought it might be better to run a ferry to Steveston.

Mayor Redfern—The estimates I read included the cost of a mole at Point Roberts.

Mr. F. F. Raitt said he had lived for nine years between English Bluff and Boundary Bay and only on three days and that in 1891, did he see the water so rough that a sloop could not cross or land at Point Roberts. About a mile of a mole would have to be built. He would be satisfied to build the mole for \$200,000. Point Roberts sheltered English Bluff, but lying around the point was the roughest portion of the Gulf. A wharf would not stand at Steveston, the shifting sands loosening the piles and besides a ferry to Steveston would have to take a circuitous and longer route. A resolution should be passed urging the Dominion government to subsidize the Victoria, Vancouver & Eastern and a second resolution urging the Provincial government to restore the subsidy they cancelled. The people might go further and take stock in the company.

Mr. Renouf moved that a committee be appointed to enquire into the proposal of connecting the city of Victoria with the transcontinental railways and building a railway from Point Roberts to Chilliwack and to suggest the best plan to adopt to secure this desirable railway connection.

The resolution was seconded by Mr. J. A. Sayward.

Mr. Morris again spoke in favor of the route by the way of Steveston.

Ald. Williams explained that that would not open up the Fraser valley.

Mr. Renouf explained that trains leaving Mission for Vancouver and Point Roberts would reach their objective points at the same time. The train at Vancouver would be 80 miles from Victoria while the train at Point Roberts would be but 46 miles from Victoria.

Mr. A. L. Belyea said the Vancouver people had objected to the first charter for the Victoria, Vancouver & Eastern because it proposed to make Victoria the terminus and therefore a branch line was proposed to run to Vancouver. The Port Angeles and E. N. schemes, he contended, would not open up new markets, but the E. & N. scheme on the other

hand would give Vancouver advantages to compete with Victoria on the Island. What was wanted was closer connection with the Fraser Valley and the interior, where there was a big market. The other schemes might provide more cover to the city, but would not benefit the city to the extent that a ferry and railway to the Fraser valley would. But nothing would do Victoria so much good as the development of Vancouver Island.

Mr. McCandless said that the feeling against the Victoria, Vancouver & Eastern had been caused by the report that the original promoters had disposed of the charter. Victorians would be just as strongly in favor of the railway if they were sure that the charter had not fallen into the hands of the C. P. R.

Mr. Renouf's resolution was passed and the following committee appointed: Mayor Redfern and Messrs. T. W. Paterson, H. C. Baker, D. R. Ker, Alexander Wilson, James Dunsmuir, N. Shakespear, M. Bajer, Ald. MacGregor and Ald. Beckwith.

The committee held a preliminary meeting at the close of the general meeting.

For any case of nervousness, sleeplessness, weak stomach, indigestion, dyspepsia, try Carter's Little Nerve Pills. Relief is sure. The only nerve medicine for the price in market.

FOR VICTORIA

THE BRITISH BARK

WATERLOO

(1976 Tons Register.)

From London and Liverpool, will receive general cargo for this port at 20s. per ton. She will close on the following dates:

LONDON : 15th April

LIVERPOOL : 15th May

and put to sea immediately thereafter.

R. P. RITHE & CO., LTD.

Agents

ATLIN MINES

RELIABLE INFORMATION

Can be had by applying to

RANT & JONES

Notaries Public, Mining Brokers and General Agents

ATLIN, B. C.

Agents in Victoria: J. P. FOULKES & CO.

RAGS

3 Cents a Pound will be paid for Clean Cotton

Rags—not small cuttings—at this office

Canadian Development Co., Ltd.

H. MAITLAND KERSEY, Managing Director.

THROUGH TICKETS

AND BILLS OF LADING

From British Columbia and Puget Sound Ports to

ATLIN, DAWSON, and YUKON Points

DAILY SERVICE ON LAKES AND UPPER YUKON

EXPRESS SERVICE,

An efficient and reliable express service is maintained and operated by the company over all the routes traversed by its steamers; express matter and postal express messages carried at reasonable rates.

For rates and reservations apply at the General Office,

32 FORT STREET, VICTORIA

Or to A. H. B. MACGOWAN, General Agent,

226 Cambie Street, Vancouver.

FRED. H. MEYER, General Agent,

105 Yesler Way, Seattle.

FOR SALE

First-Class Pack Train

Twenty-seven mules and one bell horse in the finest condition for work, with apparatus complete. This train was allowed by post to be the best mule train that ever worked on the Teelin trail last season having made one trip more than any other pack train on the road.

For particulars apply to

JNO. NEWBIRGING,

P. O. Drawer, 622, Victoria.

ESQUIMALT-NANAIMO RAILWAY CO.

STEAMER

City of Nanaimo

Sails from

Victoria for Nanaimo.....Tuesday 7 a.m.

Nanaimo for Comox.....Wednesday 7 a.m.

Comox for Nanaimo.....Friday 8 a.m.

Nanaimo for Victoria.....Saturday 7 a.m.

Calling at every port as freight and passenger service.

For freight, tickets and staterooms, apply on board.

GEORGE L. COURTNEY,

Trade Manager.

C.P.N. Co., Ltd., Steamers

Will leave Turner, Beeton & Co.'s wharf for

Dyea Skagway Wrangel

As follows, viz.:

"DANUBE" May 17, 31.

"TEES" - May 24.

AT 8 O'CLOCK P.M.,

And from Vancouver on Following days.

For freight and passage apply at the office of the company, 64 Wharf street, Victoria, B. C. The company reserves the right of changing this time table at any time without notification.

ESQUIMALT & NANAIMO RAILWAY CO.

NOTICE.

The advertised year and conditions for acquiring the surface rights of mineral claims having expired on June 1

PROSPECTORS AND MINERS

can still make arrangements for acquiring the same by personal or written application to the Company's Land Office, Victoria.

LEONARD H. JOLLY, Land Commissioner.

Victoria, B. C., June, 1899.

75 Government street, Victoria, B.C. Leave daily. Arrive daily. 8:00 p.m. Str. Utopia. 4:15 p.m. Connecting at Seattle with Overland Flyer.

J. H. ROGERS, Agent.

The V.V. & E. Co's

"ALPHA"

Will leave Spratt's wharf for DYE, SKAGWAY, and WRANGEL, SUNDAY, MAY 26th, at 10 p.m. And from VANCOUVER at 12 noon on following day.

Will receive freight at Spratt's wharf up to 6 p.m. Saturday, 8th inst. for Skagway and way ports, paying 8 a.m. Sunday morning.

For freight and passage apply at the office of the company, 36 1/2 street, Victoria, B. C.

The company reserves the right of changing this time table at any time without notification. J. D. WARREN, Manager.

Washington & Alaska S.S. Co.

LIGHTNING EXPRESS to DYE and SKAGWAY in 60 Hours STEAMSHIP

"City of Seattle"

—SAILS FOR—

JUNEAU, SKAGWAY and DYE every ten days. No stops, no delays. Round trip seven days. Rates same as on other steamers. Next sailing,

SATURDAY, MAY 20th,

Subsequent sailings: May 30th and June 9th.

For rates and information apply to DODWELL & CO., Ltd.

64 Government street, Agents. Telephone 680.

THE NORTHERN PACIFIC

2 Daily Transcontinental Trains 2

QUICK TIME. ELEGANT SERVICE. REASONABLE RATES.

Puget Sound Steamers—Victoria Route.

STR. "UTOPIA."

8:30 p.m. Lv. Victoria. Ar. 5:30 a.m. 1:00 p.m. Port Townsend. 1:00 p.m. 5:30 a.m. Ar. Seattle. 8:30 a.m.

For tickets, maps, etc., apply to E. E. BLACKWOOD, Agt.

Adelphi building, Government street, Victoria, B. C.

A. D. CHARLTON, Assistant General Passenger Agent, Port and Seaside.

The Boscowitz Steamship Co. LIMITED.

The Str. B. Boscowitz

Will leave Spratt's wharf on

The 25th May, at 10 p.m.

For Nana River and Way Ports, via Vancouver. For freight and passage apply at the company's office, Jaulon block, Store street, Victoria, B. C.

The company reserves the right of changing this time table without notification.

H. LOGAN, General Agent.

Pacific Coast Steamship Co.

FOR SAN FRANCISCO

The company's elegant steamships Queen, Walla Walla and Umatilla, carrying H.B.M. mail, leave VICTORIA, 8 p.m. May 4.

9, 14, 24, 29, June 3, 8, 13, 18, 23, 28, July 3, and every fifth day thereafter.

Leave SAN FRANCISCO for Victoria, B. C., 10 a.m. May 1, 6, 11, 20, 25, 31, June 7, 10, 15, 20, 25, 30, July 5, and every fifth day thereafter.

The company reserves the right to change without previous notice.

R. P. RITHE & CO., Agents, Victoria, B. C.

J. F. THORNBURGH, Puget Sound Supt., Queen Dock, Seattle.

GOODRICH, PERKINS & CO., Gen. Agts., S. F.

GLAYOQUOT

will leave

Victoria for Nanaimo.....Thursday 6 a.m.

Nanaimo for Texada.....Friday 7 a.m.

Texada for Nanaimo.....Saturday 7 a.m.

Nanaimo for Victoria.....Tuesday 6 a.m.

Calling at way ports.

Every Wednesday at 7 a.m. for Sooke and return same day.

For rates apply on board, or at Porter's wharf.

Canadian Pac. Navigation Co. Ltd.

WHARF ST., VICTORIA.

Time Table No. 42—Taking Effect May 1st, 1899.

VANCOUVER ROUTE.

Leave Victoria for New Westminster, Ladner and Lulu Island—Sunday at 23 o'clock Wednesday and Friday at 7 o'clock. Sunday's steamer to New Westminster connects with C.P.R. train No. 2, going east Monday. For Plumper Pass—Monday and Friday at 7 o'clock. For Pender and Moreby Islands—Friday at 7 o'clock. Leave New Westminster for Victoria—Monday at 13:15 o'clock, Thursday and Saturday at 7 o'clock. For Pender and Moreby Islands—Thursday at 7 o'clock.

NORTHWEST ROUTE.

Steamships of this company will leave for Fort Simpson and intermediate ports, via Vancouver, the 1st and 15th, each month, at 8 o'clock.

ALASKA ROUTE.

Steamships of this company will leave weekly for Wrangel, Juneau, Dyea and Skagway.

BARCLAY SOUND ROUTE.

Str. Willapa leaves Victoria for Alberni and Sound ports, on the 1st, 7th, 14th and 20th of each month, extending latter trips to Quatsino and Cape Scott.

The company reserves the right of changing this time table at any time without notification.

G. A. CARLETON, General Freight Agent.

O. S. BAXTER, Passenger Agent.

Send two cents in stamps to any of our agents for our new map of the Atlin.

Canadian Pacific RAILWAY

AND

SOO PACIFIC LINE

The Most Direct Route to all points East and South East

Through Palace and Tourist Sleeping Cars to

MINNEAPOLIS, ST. PAUL, TORONTO, MONTREAL AND BOSTON

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Tickets to and from all points in Europe

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Steamship Tickets

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The North-Western's

—FAST MAIL

The North-Western Line

Have added two more trains (the Fast Mail) to their St. Paul-Chicago service, making eight trains daily between

Minneapolis, St. Paul, and Chicago.

This assures passengers from the West making connections.

The 20th Century Train, "the finest train in the world," leaves St. Paul every day in the year at 8:10 p.m.

F. W. PARKER, Gen. Agt., 606 First Avenue, Seattle, Wash.

VICTORIA AND TEXADA ISLAND Steamer

GLAYOQUOT

will leave

Victoria for Nanaimo.....Thursday 6 a.m.

Nanaimo for Texada.....Friday 7 a.m.

Texada for Nanaimo.....Saturday 7 a.m.

Nanaimo for Victoria.....Tuesday 6 a.m.

Calling at way ports.

Every Wednesday at 7 a.m. for Sooke and return same day.

For rates apply on board, or at Porter's wharf

The Colonist.

THURSDAY, MAY 18, 1899.

Published by

The Colonist Printing & Publishing Co.,

Limited Liability.

No. 27 Broad Street Victoria, B.C.

W. H. ELLIS, Manager.

Pictures...

-OF-

Victoria and
Vicinity.Six Beautiful Photo Chromos Equal
to Water Colors.Everyone visiting Victoria should
Procure a Copy

Price - - 75 Cents.

Of All Newsdealers and at the
Office of Publication.

THE HARBOR SCHEME.

We are not much impressed with the prospect of determining much of value regarding the bottom of Victoria harbor by an expenditure of \$250. We make no objection to the outlay, but scarcely suppose any one would expect any investigation, costing so small an amount, to establish anything. Those who have recommended the outlay doubtless have their own ideas as to what can be learned in this way, and we repeat that the Colonist does not wish to be understood as saying anything against it. Our only point is that such an investigation cannot be anything like conclusive, owing to the irregular nature of the rock formation in this part of the Island. If the rock beneath the surface is anything like the outcroppings, only a very elaborate series of boring can give anything resembling a correct approximation of what will be disclosed when the harbor is drained.

Is not the first thing to be ascertained the relation in which the Dominion government will stand towards the undertaking? Mr. Sorby is to go to Ottawa in a few days, we understand, unless the absence of Mr. Tarte from the capital renders a postponement of the trip advisable. Very much will depend upon the manner in which his project is received there. If it meets with a favorable reception, doubtless one of the first things which the government would direct would be an examination of the harbor for the purpose of deciding upon the feasibility of the scheme and its probable cost. We think matters should be brought to a head in this regard at the earliest possible day. It is not proposed that the city shall undertake it irrespective of anything the Dominion may do. Therefore the citizens ought to know as soon as possible whether the Dominion will do anything and if so what. If Mr. Sorby meets with a negative response, we may dismiss the scheme for the present from consideration. For this reason we think that even if Mr. Tarte's absence may be regarded as a difficulty in the way, Mr. Sorby ought to go to the capital, unless he is advised that his trip at this time would be altogether useless.

THE TIDE OF IMMIGRATION.

A very strong tide of immigration is now setting towards Canada. We could wish that a greater proportion of the new-comers were from the Mother Country, but people are not emigrating from the United Kingdom in the same numbers as formerly. Canada has so vast an area that if we were to decide upon waiting until its unoccupied land could be settled by English-speaking folk, many generations would elapse before any proportionately notable progress could be made. We think, however, that if there is to be assisted immigration, it should be confined to people of our own nationality. To extend aid to enable people from Continental Europe to come to Canada is likely to result in our obtaining inferior representatives of the several races.

Immigration into the United States not only led to the great increase of the population, but also of the national wealth, for nearly every immigrant brought some means with him. This will always be the case with unassisted immigration, except of course, those people who come out in the hope of getting work in the cities or the various mining sections. Canada does not need any immigration of this kind, for the labor market is already well supplied, any deficiency arising from time to time being readily made up from those who come to the country unassisted. Now that the tide has set in our direction, we may reasonably expect it to continue and to include people of some means, that is to say with enough ahead to give them a start in their new homes. This is the

class needed, and so that they come we ought not to be particular as to whence they come. Every facility ought to be put in the way of desirable immigrants from all parts of the world, but government aid ought, we repeat, to be confined to those of our own nationality.

Some fear is expressed that Canada may not be able to assimilate the heterogeneous mass which is likely to come to her shores, but we have little fear on this score. It will take a little longer to do this with such people as Galicians and Doukhobors than it does with Scandinavians, for the latter are of the same blood and almost the same traditions as ourselves, but we do not despair of seeing even the races mentioned becoming in a short time thoroughly Canadian. It is an experiment, but one that can hardly be avoided, for we have come to a stage in our history when it will not be necessary much longer to persuade people to come to Canada.

There is a class of immigrants of whom we may expect more and more from year to year, namely, people from the farming communities of the Western States. Many of these are native-born Americans and from American families, but a very considerable proportion will be of Scandinavian origin. The latter will adapt themselves to Canadian conditions with wonderful celerity. As a rule they have a keen taste for politics, and they will be quick to learn the excellence of our institutions. They will make valuable citizens, and none will be more loyal. Throughout the Western States there are hundreds of thousands of Scandinavians and their descendants, who will not hesitate to change their allegiance if they think they can secure homes under the British flag. There is also likely to be a considerable addition to our population from the ranks of what are called native Americans. This will be caused by the shortage of good land available for homesteading. These people will be desirable immigrants. It is quite a mistake to suppose, as some do, that they will favor the annexation of Canada to the United States. With some little experience among American settlers in Canada, we have failed to observe any special feeling in that direction. The American experiment in popular government has not been such an unalloyed success that every one who has experienced its workings is enamored of it. The native American would not be long in Canada without finding out that under British institutions life, liberty and property are as safe as in the United States, that popular government is as truly worked out here as there, and that there is really more individual independence.

So we are prepared to welcome immigrants no matter whence they come, so long as they are of a nationality which conforms to our civilization, our social customs and our political ideas.

DEFENCE OF THE EMPIRE.

Occasionally we find the defence of the Empire discussed in British and Colonial newspapers, and there is considerable divergence of opinion as to the part the Colonies ought to take in bearing the burden. It has been pointed out that the example of Cape Colony is open to a serious and fundamental objection. The Cape has undertaken to give a certain sum of money every year, but if this plan were generally adopted and the several portions of the Empire were to agree to pay a certain proportion of the expense of maintaining the Imperial armament every year, and were not to have a voice in its expenditure, the case would be one of taxation without representation, which is foreign to the British system as now understood. It is wholly right that each portion of the Empire ought to bear a part of the cost of protection from foreign foes, and we believe there is no disposition anywhere to shirk the responsibility.

It occurs to us that the best plan is for each portion of the Empire to establish as efficient a home force as possible, and if possible provide for contributing to the Imperial forces in the event of war. That there would be plenty of volunteers in defence of the flag, if our country should ever become involved in a serious foreign war, we have not the least doubt, but it would be well if the source from which such volunteers would be drawn were rendered as efficient as possible. It must not be forgotten that the great strength of the Empire is on the sea, and if we would do our part towards maintaining British supremacy, we must be prepared to strengthen, if need be, her naval forces. The proper way to do this, it seems to us, is not to build a ship or two, but to provide something in the way of a naval reserve, from which men would be available to supply any possible shortage in the demands of the Royal Navy. The Mother Country can supply all the ships needed. Canada will do her part towards the naval defence of the Empire if she places herself in a position to contribute some of the men.

The money expended by the Dominion in connection with the Esquimaux naval station is a direct contribution to Imperial defence in a highly important particular. It is given ungrudgingly, and we feel very sure that if it were thought advisable to establish a training ship, where boys could be instructed in everything necessary to qualify them to serve upon a modern war vessel, the people would cheerfully bear the cost. We suppose the best place for such a ship would be on the Atlantic coast.

So far as the land forces are concerned, if Canada places herself in a position to relieve the Imperial authorities from any necessity to defend her against any enemy except the United States, she will have done her share, although if help were needed beyond the seas, a Canadian contingent could be

readily raised for that purpose. But we think it never ought to be necessary for Imperial forces to garrison any of the cities of Canada in the event of a war with a European power. Of course, in the event of hostilities with the United States, the scene of conflict would be in the Dominion, and British forces would have to be sent here in as great numbers as possible. This is so extremely improbable that it may almost be left out of consideration.

THE SAVINGS BANKS.

The savings banks returns show an excess of withdrawals for the last month, and the Vancouver World seeks to dull any political point there may be in this by attributing it to the opportunities of investment due to prosperity under the Liberal regime. It is always unwise to attempt to generalize from insufficient data. The fact that money is going rapidly into savings banks may prove that the people are prosperous or it may show that the opportunities for using it to greater advantage are few. So withdrawals in excess of deposits may mean that the people are living on their savings or it may only mean a change of investments. It is much the same with a country as with an individual, the amount of cash lying to his credit in a bank may be no test whatever of the conditions of his business. Most of us think it rather a bad sign when the banks have more money than they can profitably use. It is not the heaping up of capital that makes a country prosperous, but its circulation among the people. Therefore unless we can find out why so many people are withdrawing their money from the savings banks, any conclusion we may reach as to its significance touching the general prosperity of the country must be forced and unsatisfactory, in fact little more than a guess. If the withdrawal continued for any great length of time to be largely in excess of the deposits, it would be fair to assume that it was due to the necessities of the people, just as a long continued surplus of deposits would indicate an increasing thriftiness. But no conclusion worth drawing can be based upon a return for a single brief period.

Belgium has doubled its population in the last 25 years. This is a very remarkable increase, especially as it is not a country to which there is much immigration.

Nobody will take the least stock in the statement which comes from Pretoria to the effect that some of the persons under arrest for treason were acting under direction of the British War Department. The thing is perfectly ridiculous.

A despatch announces that the Bradley-Martins have left New York for London and will hereafter reside there. Nothing better illustrates the democratic spirit of the day than the rise of this family to prominence. The grandfather of the present generation was a New York cooper in humble circumstances, but there must be something good in the stock.

There is much comment over the failure of the Minister of Railways to bring down a statement of the earnings and operating expenses of the Drummond County railway as a part of the Intercolonial. No doubt it is quite correct to say that the Intercolonial does not keep its accounts in sections, and that any statement that might now be made up would be little more than a guess. But seeing that the running of the line for the last year was understood to be experimental only, it seems strange that the minister did not think it desirable to depart from the rule in the case of this particular section, which is only temporarily in possession of the government.

The spelling reformers are trying to secure the adoption of such spelling as "thoro," "program," "tho," "catalog," and even such a monstrosity as "thru-out." We fail to see the advantage of the proposed changes. They might render the task of learning to spell a little easier, but the difference would be slight. Our system of spelling has taken centuries of growth to reach its present stage. Before the days of printing, and for some time after the invention came into use, there was considerable latitude in spelling. Finally usage determined upon certain forms, and a century or two ago those were put together in a dictionary. But after all, while the dictionary may determine the spelling of a word, the spelling does not determine the sound of it. This is dependent entirely upon usage, and usage constantly changes with time and locality. Hence what might be thought to be phonetically correct spelling to-day in British Columbia might be thought to be very incorrect fifty years from now, and even at present in Louisiana or Yorkshire.

PASSING COMMENT.

The Globe takes up the cudgels for the cleaning up of Chinatown. It would be interesting to know why this part of the city is permitted to remain the filthy place it is. If a like portion were kept in such a state by white people there would be the biggest kind of a row.

The Toronto Globe says that the idea of observing May 23rd as Empire Day has taken root, and that it will be generally acted on this year in Ontario, Nova Scotia and Quebec. The idea is a good one. We observe that Mr. Joseph Chamberlain favors the adoption of May 24th as a perpetual holiday all over the Empire, to be called Empire Day. This would be very appropriate, as the Empire is largely the growth of the Victorian era.

The Colonist had not intended to

Oak Hall

Men's Serge Suits, lined throughout, \$4.
Men's Tweed Suits, \$5.
Men's All-Wool Serge Suits, \$8.50.
Single-Breasted, Square Cut, also Round
Corners.
Men's All-Wool Halfax Tweed in two
styles, \$9.00 and \$10.
Men's All-Wool Serge Suits, indigo dye,
\$13.
Men's Scotch Tweed Suits, \$15.50; equal
to custom made.
Men's Fancy and Black Worsted, silk
lined, \$18 and \$19.
Suits pressed out and altered free of
charge. The best selection in the city.

McCandless Bros., 37 Johnson Street,

make any further reference to the proposed grid stand, to which no one has any objection. It was only for the purpose of preventing this case from being taken as a precedent that the matter was mentioned. We hope now that the thing has gone as far as it has, that there will be no interference with the proposed structure, but that hereafter no one will be permitted to set up this case as a warrant for the granting of some other concession to the detriment of the public users of the park.

The News-Advertiser says that while the matter is before the courts it does not feel like discussing Mr. Ludgate's action in regard to Deadman's Island. We do not see that Mr. Ludgate's action is a matter of much moment one way or the other. So far as the public is concerned, he or his conduct is not an issue. It is the political side of the case which is of public interest, and this is not even remotely affected by the proceedings in court. Will the News-Advertiser kindly express its views of the conduct of Attorney-General Martin in this transaction?



CURE

Sick Headache and relieve all the troubles incident to a vicious state of the system, such as Dizziness, Nausea, Dropsiness, Distress after eating, Pain in the Stomach, etc. While their most remarkable cures have been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Aches they would be most precious to those who suffer from this distressing complaint; but fortunately their goodness is not noted here and those who once try them will find them little valuable in many ways that they will not be willing to do without them. But after all sick head

ACHE

In the hands of so many lives that here is where we make our great boast. Our pills cure it while others do not.
Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not grip or purge, but by their action please all who use them. In vial at 25 cents; five for \$1. Sold by druggists everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

Grandfather's

Idea was to save the shoe—the idea of the present generation is to save the shine. Since grandfather's time there has been no preparation that would do both until



Leather Dressing

was launched on the market with its Polishing and Feeding qualities. It has in its composition that which the leather needs and imparts the lustre of the maker. All colors—Brown, Tan, Russet. Prominently conspicuous at conspicuously prominent shoe stores.

25 Cents—Call for It.

L. H. PACKARD & CO MONTREAL.

JEWELRY

Watches, Clocks and Silverware

Can be bought at Stoddart's at prices (considering quality) quite as cheap as the Eastern houses secure their goods. The customer in buying here will save freight and if the goods are found not satisfactory can obtain an exchange easier than sending goods back to Toronto, etc.

FEW OF OUR PRICES

Waltham Watches from.....\$ 5.00
Elgin Watches from..... 6.00
In Solid Silver Cases..... 6.00
Gent's Solid Gold Watches from..... 15.00
Ladies' Solid Gold Watches from..... 15.00

JEWELRY AT SIMILAR REDUCTIONS.
Diamonds set in Solid Gold..... 2.00
Pins from..... 1.00
Solid Gold Rings from..... 1.00
The Handsome Lady's Gold Ring
ever sold for..... 1.00

STODDART'S JEWELRY STORE

68-68 1/2 YATES STREET.

Cash purchaser of Nugget Gold to an amount

SPENCER'S

FRIDAY

Bargains

Metropolitan ; Bakery

39 FORT STREET

Ice Cream Parlors are Now Open.

Ice Cream and Ice Cream Soda. New and delicious flavors. Here are a few of our leaders: Banana, Peach Cream, Cream Mint, Pistachio, Orange, etc. Manufactured by Beach & Clarridge, Boston. Connoisseurs declare them to be without rival.

TELEPHONE No. 101

For Sale or To Let

Printing Office, Bindery and Plant.

All complete and in working order, recently occupied by E. P. Miller. To responsible parties this affords a splendid opportunity for a co-operative concern.
Apply 68 Broad street, Victoria, B. C.

Money to Loan....

...On Improved Real Estate Secured by First Mortgage.

SWINERTON & ODDY,
108 Gov't St. Victoria.

KODAKS.

You have got your bicycle—now you want a Kodak. We have them. "Eastman" make from

\$3.00 To \$37.50

John Barnsley & Co.,
119 Government St.

Ask your Grocer for

EDDY'S

"EAGLE" Parlor Matches 200's
"EAGLE" " 100's
"VICTORIA" " 65's
"LITTLE COMET" Parlor Matches

The Finest in the World !

NO BRIMSTONE

The E. B. EDDY CO., Limited,
HULL, P. Q.

TO THE PUBLIC.

We wish to take this opportunity of thanking our many customers and friends for their patronage, and of informing them and the public generally that we have opened up at 84 Yates street, next to the fire hall, where we are prepared to supply their wants with everything in the bakery line, from a bride's cake to a ginger nut, and we trust that by giving strict attention to business and by serving first-class goods we will continue to merit their confidence and support as in the past.
Note the address:

McMILLAN BROTHERS,
84 Yates Street, between Broad and Douglas.

B.C. Year Book
1897.

By R. E. GOSNELL

Cloth\$1 50 per copy

Paper Cover.. 1 00 per copy

THE TRADE SUPPLIED.

This book contains very complete historical, political, statistical, agricultural, mining and general information of British Columbia. Profusely illustrated.

THE COLONIST P. & P. CO., LTD
VICTORIA, B.C.200 Ladie's Straw Sailor Hats,
various qualities, regular 75c. to
\$1.50

FRIDAY, 50 cents.

100 Ladies' and Girls' Fancy
Straw Hats, untrimmed, regular
50c. to \$1.50

FRIDAY, 25 cents.

300 bunches Flowers, regular
15c. to 50c.

FRIDAY, 10 cents.

150 Children's Muslin Sun Hats
and Bonnets, regular 50 cents to
\$1.75

FRIDAY, 25 cents.

180 yards Fancy Linen Fringe
Art Shades, for Table Cloths, Doy-
lies, etc. regular 10 cents and 15
cents

FRIDAY 5 cents a yard

1,000 Samples Silk Gloves, reg-
ular 40c to 75c.

FRIDAY, 25 cents.

Sale Commences at
9:30 a. m.

D. SPENCER

Government Street.

ALL WOOL BLUE SERGE SUITS, \$5, \$7.50, \$9
HALIFAX TWEED SUITS, - \$6.25, \$6.75
ENGLISH TWEED SUITS, - \$8.50, \$10, \$12

BOYS' and MEN'S

English Norfolk Suits, Sweaters, Bicycle Hose, Caps, Tennis Flannels, etc. Largest Stock, Lowest Prices. Eastern Tailor Made Suits to measure, \$14, \$16, \$18, fit guaranteed.

B. WILLIAMS & CO.

97 JOHNSON STREET

VICTORIA

FIRE INSURANCE

Heisterman & Co

THE LOCAL NEWS.

Use Blue Ribbon Baking Powder.

Smoke union-made cigars.

Carpenters' Tools at Cheapside.

If you have beauty,

I will take it—

If you have none

I will make it.

Savannah, Photo.

McClary's famous steel ranges and

stoves at Clark & Pearson's.

Best Lawn Mowers at Cheapside.

Bass' XXXX on draught at the Ocell-

dental.

Drink "Hondt," purest and best of

Ceylon teas.

The largest stock of fishing tackle in

the city just received direct from Eng-

land at Henry Short & Sons', 72 Douglas

street. Established 1862.

English Kensington Carpet Squares;

good, strong and moderate in price,

Weller Bros.

Majestic Ranges at Cheapside.

The only practical repair men in Victo-

ria—Onions & Plimley, 42 and 44

Broad street. Sole agents for Hartford

and Durham Tires.

Japanese Mattings and Rugs direct

from the Orient have been received by

Weller Bros. Samples of matting sent

to any place.

There is such a thing as a good foun-

tain pen. Waterman's and Paul de

Wirt's are both really reliable. The

Stylographic pen comes cheaper and an-

swers pretty well. The Victoria Book &

Stationery Co. (late Jamieson's).

Sineas of War.—The celebration fi-

nance committee will meet at the City

hall on Friday evening.

General Meeting.—A general meeting

of the J. B. A. A. will be held on Friday

evening at the club house.

New Tariff.—On May 11 a new tariff

of freight rates went into effect on the

White Pass & Yukon road, providing

for the payment of \$2.00 per hundred

pounds hauled from Log Cabin to Lake

Bennett. The same charge is made for

timbers not over ten feet long, but for

single packages more is charged.

Independent Foresters.—Dr. Oronya-

teka, supreme chief ranger of the Inde-

pendent Order of Foresters, is on his

way to British Columbia to institute a

high court for this province. He will be

in Vancouver on June 1 and arrange-

ments are being made to have him come

to Victoria and lecture on Forestry on

June 5.

Wellington Meet.—At Wellington a

week from to-day there will be a bicycle

race meet under the auspices of the C.

W. A., the events for which are: Ama-

teur; One mile novice, two prizes; one

mile, open, two prizes; two mile lap,

three prizes; five mile, open, two prizes.

Professional: One mile, open, \$15, \$7.50;

two mile, lap, \$15, \$10, \$5; five mile,

open, \$15, \$7.50. Entries close on the

23rd and are to be made with T. J.

Richards, the secretary of the meet, at

Wellington.

Don't forget the New Drug Store. We

have a full line of Drugs, Chemicals and

Toilet Articles always in stock. F. W.

Pawcett & Co., 49 Government street.

Roland Reed.—This popular comedian

will be the attraction at the Victoria

theatre on Monday evening next. The

favorite actor will be seen in his latest

success, "The Wrong Mr. Wright,"

which promises to be one of the greatest

hits he has ever had. In Boston it

was pronounced the best comedy of its

class seen in years and played to a suc-

cession of crowded houses. The play

tells a highly amusing and entertaining

story and its scenes and incidents cause

almost incessant laughter. Mr. Reed

has a strong role in Seymour Sites, and

manages to plunge himself into some

wildly amusing situations and complica-

tions. All of the characters are strong-

ly developed, and are of natural and in-

teresting types. Chief among them is

"Henrietta Oliver," portrayed by Isa-

dore Rush, in her own imitable way;

she is a fine de siccio woman detective.

Miss Rush has the opportunity and dis-

plays some marvellous gowns. Mr. Reed

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she is a fine de siccio woman detective.

After a hard days work there's nothing so refreshing as a cup of good hot Blue Ribbon Berylon Tea.

Liberals Laugh At Their Dupes

No Answer to Those Who Ask Fulfillment of Campaign Promises.

Mr. Foster and Sir Charles Scathingly Expose the Political Tricksters.

Ottawa, May 8.—Though I wrote that I reserved what I called "the castigations" for another chapter, in reality the last chapter (Mr. Foster's speech) closed with one of them.

"Inconsistent," he said, "you hold power by adopting the policy against which you have fought for 18 years; disingenuous, you refuse to admit this position, which it is impossible for you to conceal; dishonest, you have broken every pledge made to obtain power—pledges as to free trade, pledges as to economy, but especially and above all, that pledge as to the purification of public life."

These were not his exact words, but this is the gist of his charge, and the last picture of Mr. Foster left upon my mind is, as he delivered that charge with his long index finger stretched across towards Sir Wilfrid Laurier, as if he would probe the Premier's conscience physically.

But about that promise signed by you which Langellier carried about for two years in his pocket? What about that promise to subsidize certain roads running through a contested county—a promise also signed by you, read to the electorate by Mr. Mignault? What about all your personal promises, made to obtain power, broken when that power had been obtained?

"If you can bribe the whole electorate with the gold of a public man's promise, and then, when you have got into position, refuse to redeem your promise, how far-reaching is corruption like that as compared with the mere use of money, given here or there to a poor elector, to pay for his vote?"

This was the pith of Mr. Foster's charge. That the country throughout has been so bribed and so betrayed beyond question. The great examples of this state of things have become stale in the ears of men, but so general were the promises, and so invariable the breach of them that you can find a fresh example of the great Grit policy of purchasing power by promissory notes to be dishonored on presentation in every district of the Dominion and on every day in the week.

I pick up my Ottawa morning paper to justify this assertion, and I find this in it: The Capital elected two members to support Sir Wilfrid Laurier, who promised to make pretty Ottawa the Washington of the north. Sir Wilfrid has been in power three years, and yesterday the mayor and council of Ottawa, thinking that it was time that something should be done about this promise, went in a deputation to Sir Wilfrid, and asked too busy to see them, to refer the matter to one of their members, who answered that he could not meet them, and to the other who did not take the trouble to answer at all.

Ottawa's presentation of its promissory note does not appear to have been a great success.

Still thinking of Mr. Foster's speech, I wandered into the press gallery a little late on Friday afternoon, minded to skip anything uninteresting, in favor of cricket. A message had gone round the lobby in the morning to the effect that the leader of the opposition would not speak upon the budget, that indeed he was ill in bed and unable to speak at all. And yet as I came up the stairs I could not believe that the voice I heard was the deep bellowing of Paterson. It was not monotonous enough for the man who where the price of oats was raised, the Homeric fervor with which he would discuss the freedom of the people. It was a bigger voice than Prior's, and there was no jolly laugh at the bottom of it. Instead there was an angry fighting ring in it—the ring you would have said of youthful enthusiasm.

Who the deuce was it? Why, of course it could only be one man—the man who ought to have been obeying his doctor, the man who won't go to bed and obey his doctor when he thinks his country wants him; who won't even stop in London with \$12,000 a year and the best position which Canada can give, when he fancies that British institutions are at stake.

That peculiarly stalwart gentleman, with great shoulders, iron-grey hair, clenched right hand and a voice nearly as powerful as Lord Salisbury's, is he, interesting invalid when I supposed to be in bed, with a mustard plaster on his chest, and orders not to speak above a whisper.

Now I am a little bit afraid to talk about Sir Charles Tupper, because it is so easy to accuse a politician of fulsome adulation, and I don't mean to be accused justly of that. But the party on the Coast which distinguishes itself by crying "rats!" as a conclusive argument when the son speaks, has so misrepresented the father that I must, in fairness say something, though Heaven knows that at 78 Sir Charles is quite able still to do all his fighting for himself.

According to the young Grits, our leader is an old, old man, who has lost his strength and drive in his dotage, after having well lined his pockets, at his country's expense, a man to whom his opponents listen with good-humored indifference.

As to his dotage, I challenge any man, having put his party prejudices in his pocket, to show me where in the house to-day there is a finer, stronger figure of a man than our leader, or to point out one who in late years has done as much effective fighting as he has. Was there one young man of either party who did as much sheer physical hard work as this man did in Ontario, for instance, when the son speaks, has so misrepresented the father that I must, in fairness say something, though Heaven knows that at 78 Sir Charles is quite able still to do all his fighting for himself.

say that they show it, and the bitter had borne to him by many of his opponents, the origin of a thousand calumnies, for which he cares nothing, is a proof that the blows he struck stung, and sting still.

As to lining his pockets, I fancy that when he goes his country will wish that he had lined them better. Mixed up, as he was, from the first, with the greatest railway building which this continent has seen, he certainly had his opportunity, and of course the little men whispered, as little men will. But Sir Charles, unlike his opponents of to-day, not only submitted to, but courted the most searching inquiry by the most competent commission, and came out, as we believe him to be to-day, clean. The record of that inquiry stands for reference to-day. Possibly, when he has gone, some of his opponents may pluck up courage to try to drive home some charges against the man, who in his lifetime has always been ready to meet his detractors in open court, but has for very sufficient reasons of their own, been unable to meet them.

Although he has been in politics for over 50 years, a period long enough to tire the strongest, to try the most consistent, I should, if I had to choose the principal attributes of this man, say that he was the most consistent and the most hard-working politician in Canada to-day.

Always a fighter, he has always fought for the same cause, and fights for it still. He began life by tackling the best man and greatest orator of that day, Joseph Howe, and he beat him. He is tackling the silver-tongued orator of the French to-day, and he will beat him too before he has done with him.

In his first great speech "against the government of a country by a party," he said, "the government should define its policy, else united on no public question, agreeing on no public policy, they must take the verdict of the country on the anomalous position they occupy, which is that of a number of individuals combined for their mutual benefit alone, and distributing spoils of office in such manner as to subvert, not the good of the country, but their own continuance in office."

That was his line 50 years or so ago; that is his line to-day, and he might have used the very same words on the 5th of this month, and they would have applied.

Opposite to him stands a body of men who have obtained their present position by the most plastic Frenchman's method, and relying for the strength upon Sir Richard Cartwright, free trader, reciprocity man, and at last protectionist.

Sir Charles Tupper began life as a protectionist; towards the end of his life it is his pride to have compelled his opponents to adopt protection for their salvation.

It is courage, consistency and capacity for work which tells in public life, and these are hereditary attributes of the Tupper family. Canadian beavers they are, who must work as long as they live. Work is their life.

The grandfather of our west coast specimen was a clergyman (the Rev. Charles Tupper), who in 30 years of parish work travelled 140,000 miles, lived on horseback or driving, and delivered nearly 7,000 sermons, besides doing all the minor work of marrying, burying, baptizing, visiting and attending 7,000 or 8,000 meetings.

His son, our leader, began life as a country doctor, and for years did his 40 or 50 miles a day on horseback or in a dogcart, in all sorts of weather, and in so doing built up an iron frame, and a knowledge of the people he represents, which could only come to one having the intimate knowledge of all classes, which none but a doctor, or a parson, could obtain.

Our specimen, as I have called him, is as his fathers were, and I leave it to my readers to say whether they know any one who works harder and plays less than he does. The power to work, and the love of work, is hereditary in the family. If any men have a special right to describe themselves as working men, surely the Tupper family.

Now let me try to give you some idea of the work our Nova Scotia doctor does in the house. He has physics for them all, and administers it impartially in large doses, going down the treasury benches, and missing no one. For poor Cartwright the dose is a comparatively small one. He is politically dead, and even Sir Tupper cannot resuscitate a corpse. He has tried at policies, stuck to none; left Sir John because he would not make him finance minister, and taken office under Sir Wilfrid, under the express stipulation that he should not be entrusted with finance, which is given to Mr. Fielding. This galls him a little, and he winces, but he smiles again as Sir Charles reminds him that he has a right and nothing to do but look after his own interests, and even for those he need trouble no further, all being provided for.

That his stubborn adherence to free trade drove the best man on the Liberal side (Edward Blake) out of politics; that he, Cartwright, declared for unrestricted reciprocity with the States, in which Canada should make common cause with the States against England, and everybody else, and such things as these, are of no moment now. Cartwright is in office, as a protectionist, his sting drawn, his claws as a demagogue ended.

Mr. Dobell is treated as "the Old Man of the Sea," who for Cartwright's sins has been fastened round his neck, and as the member for West Quebec, who, by his maladministration has disappointed his constituents in that matter in which they were most vitally interested, the fast Atlantic service.

Before Sir Charles left office, he alleges, the Allans of Glasgow had negotiated a contract with himself and the minister of trade and commerce, of that day, and made all arrangements with Her Majesty's government to that government's satisfaction, so that the service might have been in full swing two years ago. Practically the whole postal communication between Europe and America might have been crossing by our fast line now, as well as those monied and educated tourists who do so much to develop a country. The chance has been missed. The opportunity neglected, and not the least of our losses in this respect is the loss of that cold storage system which would have added value to every perishable product of the Dominion.

Of Mr. Fielding Sir Charles has much

to say, as the man who denounced confederation and tried to induce the people of Nova Scotia to refrain from becoming Canadians; who had opposed the national policy, until obliged to embrace it, and ask credit for the prosperity which that policy has produced; who, with his fellows, had prophesied that the C. P. railway, even if built, could never be operated, but would probably now be prepared to take some credit for the fact that that railway had a gross revenue of \$26,000,000 last year (a greater revenue than Canada had at that railway's inception), and a net revenue of \$10,000,000.

In the matter of railways, Sir Charles justified his boast that the Liberal-Conservatives are the people who understand political economy, by showing that during five years of his administration the deficit in the railway department amounted to \$478,145, as against a deficit of \$3,151,463 during the five years of Mr. McKenzie's administration, or a balance of \$2,673,318 in favor of himself. Of Sir Wilfrid and his broken pledges so much has already been said that I need not follow Sir Charles here. It is no good leaving a dead horse. The country knows how prettily Sir Wilfrid promises. That is all it expects of him nowadays.

Sir Louis Davis, for some reason or another, no one takes any notice of, except to remark casually that "of course they don't hold him responsible for anything that he says," whilst Mr. Sifton is now generally treated by the opposition as the judge treats a criminal after sentence. The worst has been said. More would be superfluous cruelty. You cannot do anything with a man who thinks it honest to give such answers in the house as Mr. Sifton did about his connection with Mr. Ogilvie, the man he has appointed to judge him and his in the Yukon.

Mr. Tarte, who is seriously ill, escapes, and some of us are not sorry. He is at any rate no hypocrite, and besides he is a glorious little torpedo, who may blow up at any time and sink his whole party, if Mr. Bergeron will only leave him alone and give him time to.

Mr. Mulock, snugly rejoicing in "the betterment" shown by the postoffice department, a betterment of half a million, wakes up with a sudden start. Sir Charles is after him now, and is holding up his beautiful betterment for the people of Canada to look at.

"Half a million saved!" he cries. "Yes! perhaps that is true, but how? By starving the postal service? By underpaying contractors? and so getting the mail improperly carried? By utterly disregarding the just rights of the people, giving practically no service at all to those miners who contribute one and one-half millions to the revenue? and by getting your own work done by the police, and thereby deranging both police and military service?"

"Half a million saved as the result of a selfish penury, which has starved your own department and crippled two others. Bravo! Mulock!"

The castigations ended with Mr. Blair, the minister for railways, and no one deserved what he got so much as this obstinate gentleman, the truculent baby of our national assembly. He won't do this, and he won't do that, and rules and precedents don't matter to him, and he wants to do everything as he used to do it in a smaller house without opposition or investigation, and because he isn't allowed to be checked and growled in the face and calls nurse an old scold. Oh, fie, Mr. Blair!

His particular little game on this occasion is well known. He wants to buy a railway for the country for \$1,100,000 more than his friend the vendor wants (and could not get) for it from anybody else, and the country wants to know why he wants a body of sensible business men to sanction a contract which he won't produce, and to purchase on the strength of a report of earnings, which they have not seen, and stubborn people like Sir Charles and Mr. Foster won't do it. I left him last night trying to convince the house that his memory and his diligence were sufficient warrant for their confidence, whilst they pointed to the admitted fact that in the same matter a year ago it had been shown that his memory was woefully defective, and his diligence in a large measure followed his engineer's advice and inspect or ascertain the length of the road before buying it.

Here I must leave the matter for the moment, promising that at another time I will show Sir Charles at work. This annihilation of the opposition is his play, and I assure his friends he enjoys it more than the other fellows do. He, who as one of the fathers of confederation brought Nova Scotia into confederation in spite of itself; who as a minister of railways in a large measure responsible for the building of the C. P. railway, and who, next to Sir John Macdonald, did more to establish the national policy than any other man, and who is its mainstay to-day, has such a record of work to his credit that I confess I am rather afraid of attempting to set before my readers even the barest synopsis of it.

CLIVE PHILLIPS-WOLLEY.

Bobby—Say, Popsy, what's political economy?

"Never to buy any more votes than you absolutely need."—Life.

Tommy—Paw, why did a prophet honor in his own country?

Pew—Because people grow tired of hearing him say, "I told you so!"—Puck.

Hopeless Scepticism—Aunt Caroline hasn't any faith in anything.

"How so?"

"She puts mothballs in her mothproof chest."—Chicago Record.

"Oh yes," replied the husband of the advanced person, bitterly. "I go home to my meals. I have managed to retain a cooling station in my home."—Detroit Free Press.

"I'll make a fortune out of my new music box. You put a penny in the slot and—"

"And the thing plays a popular air?"

"No it stops playing one."—San Francisco Examiner.

ALMOST IN DESPAIR.

"My wife suffered with pain and distress from an affection of the throat caused by impure blood. She was almost in despair of ever obtaining a cure, but finally procured a bottle of Hood's Sassafras, and after taking six bottles of this medicine she was completely cured." John Weckner, Galt, Ontario.

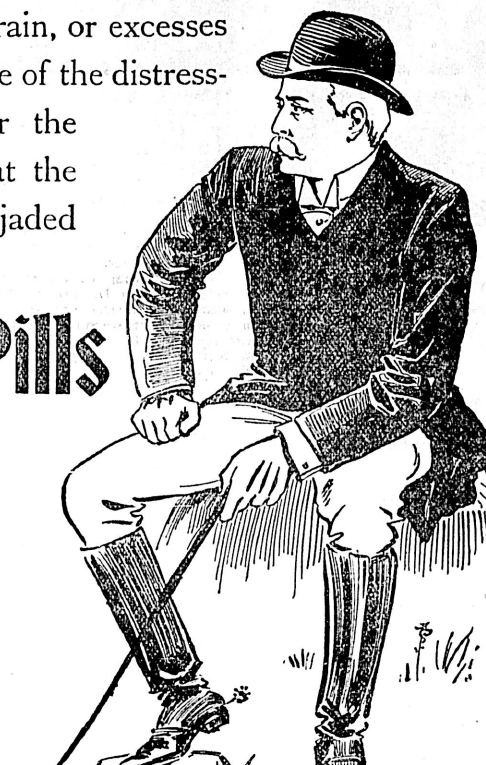
That distress after eating is prevented by one or two of Hood's Pills. They don't gripe.

Nervous Debility

may be caused by over-work, worry, mental strain, or excesses of almost any nature. Very frequently it is one of the distressing after effects of la grippe. But whatever the cause a debilitated, nervous system means that the nerves lack nutrition. Feed the tired and jaded nerves and life will renew its joys for you.

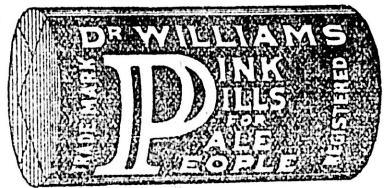
Dr. Williams' Pink Pills for Pale People

is the best nerve food and most valuable tonic known to science. Merit, and merit alone, has given these pills a larger sale than any other medicine in the world. Through the use of Dr. Williams' Pink Pills hundreds of thousands of tired, and jaded, despondent men and women have been made bright, active, work-loving people. But you must get the genuine—imitations are always a source of disappointment, and a waste of money.



WEAK AND NERVOUS.

Mr. Austin Fancy is a well known blacksmith living at Baker Settlement, a hamlet about ten miles from Bridgewater, N. S. Mr. Fancy is well known in the locality in which he lives. He is another of the legion whose restoration to health adds to the popularity of Dr. Williams' Pink Pills. Mr. Fancy related his story of illness and renewed health to a reporter of the Enterprise as follows:—"During the last winter, owing I suppose to overwork and impure blood, I became very much reduced in flesh, and had severe pains in the muscles all over my body. I felt tired and nervous all the time, had no appetite and often felt so low spirited that I wished myself in another world. Some of the time, necessity compelled me to undertake a little work in my blacksmith shop, but I was not fit for it, and after doing the job, would have to lie down; indeed I often felt like fainting. I was advised to try Dr. Williams' Pink Pills, and after using a couple of boxes, I felt a decided relief. The pains began to abate, and I felt again as though life was not all dreariness. By the time I had used six boxes I was as well as ever, and able to do a hard day's work at the forge without fatigue, and those who know anything about a blacksmith's work will know what this means. Those who are not well will make no mistake in looking for health through the medium of Dr. Williams' Pink Pills.



Pink colored pills in glass jars, or in any loose form, or in boxes that do not bear the full name "Dr. Williams' Pink Pills for Pale People, are not Dr. Williams'.

The genuine are put up in packages resembling the engraving on the left, with wrapper printed in red.

Sold by all dealers in medicine or direct from the Dr. Williams' Medicine Co., Brockville, Ont., at 50 cents a box or six boxes for \$2.50.

PROVINCIAL NEWS

Men Wanted in Quesnelle—Fernie Townsite Disputed—The Cable Offer.

The Attorney-General is reported to be making inquiries to ascertain what title to the townsite of Fernie the present holders have. Should it finally be decided that they have no valid title, it is expected to be a difficult matter to quiet title to lots already sold (presumably as usual) under a guarantee. "It is understood," says the Port Steele Prospector, "that the townsite company is holding the land under what was supposed to be a grant to the British Columbia Southern railway."

On Saturday last, says the Port Steele Prospector of the 6th, an unknown man threw himself in front of the west-bound passenger train and was instantly killed. The engineer says that about eight miles this side of Elk he saw a man walking on the track some distance ahead. He blew the whistle and the man turned around and looked at the approaching train, and when he was within a short distance the man deliberately threw himself on the track, and his head was severed from his body. The remains were brought to Cranbrook and viewed by the coroner, but in view of the circumstances an inquest was deemed unnecessary.

Hon. J. Fred. Hume, minister of mines, was interviewed in Nelson recently as to his position on the eight-hour question. "What is your own opinion on the eight-hour question, Mr. Hume?" was the first question. "You know the delegates, on their return from Victoria, said you were opposed to it." "I would prefer to say as little as possible about the matter," was the reply.

"What steps did the government take to find out the feeling of the Kootenays in the matter, and were the members for East Kootenay consulted, as well as the West Kootenay members?" "I don't care to say anything about it," said Mr. Hume. "You could find out from the members themselves."

In the course of conversation on the question, Mr. Hume said he did not think any trouble would result from the legislation. He also said that the law only applied to men working for wages, and that a man working his own

prospect could work as many hours as he liked. Mr. Hume was also asked how the law would affect men working at so much a foot and not for a daily wage.

"That is a purely legal question," said Mr. Hume, "and one for lawyers to decide. It is my own opinion, however, that they will not be affected by it."

CARIBOO.

This has been the coldest and most backward spring for many years. There is a general belief among the old-timers that this season will see very high water in the Fraser, Columbia and Thompson. The weather having been so much colder than common up to this time, the usual first rise has not taken place, and hot weather that must come soon will, it is feared, send the snow down in a rush.

O. Dwyer, who has spent some time in the Dominion government employ in looking over and reporting the conditions existing regarding a railway through interior British Columbia, will this season, by his report from Ashcroft to the Forks of the Skeena, conclude his survey. He states that a railroad can be built along the line indicated without serious difficulties. He will leave in about ten days for Quesnelle.

The latest reports from Teton, Jaumo Cache are to the effect that there is no cause for excitement. A prospector just returned from that section stated to the Golden Era that there was positively nothing developed so far to justify recent sensational reports.

John Robert Blair, of late of the north of Ireland, arrived at Ashcroft the fore part of the week, and is now with his brother, who is superintendent of the Perry ranch, belonging to the Western Canada Ranching Co. If John Robert makes as good a citizen of British Columbia as his brother has, he will be a credit to the community.

Mr. W. F. Gore, who is one of the pioneer dredging men of British Columbia, spent a couple of days in town this week. He is operating a dredge on Big Bar, about 60 miles from Ashcroft. He is raising about 600 yards of ground per day of ten hours and is saving it also. This would have been done long before this but for the fact that the stockholders live in England and it is hard to get them to thoroughly understand the true conditions obtaining. The plant is, we are assured by Mr. Gore, paying well and is a complete success.

Through the courtesy of Mr. Kirkpatrick, who has been Mr. Laird's foreman for the past four years on Willow river and who made the borings to de-

termine the depth of bedrock of the old channel, we are able to give the latest news of interest from that section. Mr. Laird is now just through into gravel and is very cautiously making his way into the old channel. The present opening into the old channel, or old river bed, is the fourth one made, each of the others having either caved in or been crowded down away from safe ground. The present workings consist of a drift run from the bottom of the bedrock shaft sunk at the side of the river, this drift being 550 feet in length. The present opening from this drift into the old channel being, as above stated, the fourth one run, starts back from the face about 60 feet and bears to the left through solid ground. Each of the other openings having been bulkheaded solidly so that no water can get through. Mr. Kirkpatrick is very hopeful that the present drift will prove a success.

Of the results of the work so far as richness of the gravel is concerned he is satisfied that very rich ground will be found, prospecting having shown this as from the drifts opened before small amounts of gravel have been secured that prospect and the holes put down with the jetting machine also showed the richness of the gravel, quite a prospect having been forced up outside of the drift to the surface. Mr. Kirkpatrick states that the snowfall is more than usual.

At Mosquito Creek the Flynn Brothers have their ditches shovelled out and are ready for work. The Cariboo Gold Fields will begin work as soon as the water starts and their ditches are opened. At Lightning Creek work is progressing well.

At Quesnelle the outlook is good for the season. Men are in demand, especially good miners, \$5.00 per day being offered by Mr. Laird and others, but a sufficient number could not be secured at any price and while the amount of work to be done is of course not so very great he believes there will be a demand for more men than can be found at Quesnelle, Stanley and Barkerville. Mr. Kirkpatrick left for Owen Sound on Thursday night to be gone about six weeks on a visit to relatives.

It is very evident that all of the people, as well as some of the members for the interior, do not believe that roads and bridges, and other improvements, should be held up by the statement that there is no money, and yet a million dollars be contributed to the Pacific cable. It seems to be the impression of all in this section that the cable should be built by the Dominion in connection with other colonies and England, if at all. Certainly, very few, if any, in the interior of the province favors the government of British Columbia putting

in \$1,000,000 towards it.—Ashcroft Journal.

NELSON.

The city of Nelson expects to shortly possess coke and gas works. The by-law granting a franchise for the erection of such works in Nelson has been drafted, and received its first and second readings. Mr. Doolittle, the promoter, is quite satisfied with the reception of his proposition. His principals are Messrs. W. H. Pearson, W. H. Pearson, jr., J. L. Merrifield and J. T. Westcott, of Toronto.

The contract for the construction of a handsome brick block on the corner of Stanley and Baker streets, Nelson, has been awarded to Charles Hillier by the Hudson's Bay Co. The building will consist of two stories and a basement, and will be constructed of pressed brick.

Our Sheet Steel Pressed Brick

Can't be equalled as a durable, economical, practical covering for buildings



It gives Fire and Lightning proof protection—keeps out winter's cold and summer's heat—is uniformly handsome in appearance—can be most easily applied and costs very little. You'll find it most desirable for use in either old or new buildings.

If you're interested, write us about it.

Metallic Roofing Co. Limited

TORONTO

